

# *TransPort / draft summary*

TransPort, Subcommittee of Transportation Policy Alternatives Committee (TPAC)  
Thursday July 10, 2024, quarterly hybrid meeting, online, ODOT, Region 1

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**Attendees:**

Adam Moore	City of Portland
AJ O'Connor	TriMet
Alex Vasquez	TriMet
Andrew Bastasch	ODOT
Andrew Brown	ODOT
Anthony Cabadas	Metro
April Bacigalupi	HDR Inc
Bassem Elazzabi	PSU/TREC
Bikram Raghubansh	PBOT
Caleb Winter	Metro
Carl Olson	Clackamas County
Dennis Mitchell	DKS
Grayson Isbell	ODOT
Ioana Cosmas	Clackamas County
Jake Lovell	Metro
Jim Gelhar	City of Gresham
Jim Peters	Citizen Engineers
Joe Kirkland	City of Hillsboro
John Fasana	Washington County
Jonathan Rand	City of Gresham
Kara Hall	City of Beaverton
Kate Freitag (Chair)	ODOT
Maggie Lin	DKS
Mark Haines	City of Portland
Mat Dolata	WSP
Matt Egeler	City of Hillsboro
Mike Burkhart	ODOT
Mike McLaughlin	TriMet
Mike Southwick	WSDOT
Nick Fortey	FHWA
Patrick Marnell	Q-Free
Renee Mercardo	ODOT
Saba Doulabi	TriMet
Samuel Inoue-Alexander	HDR Inc
Scott Harmon	DEA Inc
Scott Turnoy	ODOT
Summer Blackhorse	Metro
Susie Serres	City of Hillsboro
Tammy Lee	PSU/TREC
Ted Leybold	Metro
Theresa Rohlfs	ODOT
Yujun Liu	HDR Inc

## **Introductions and Announcements**

Chair Kate Freitag with the Oregon Department of Transportation (ODOT) called the meeting to order at 1 p.m. She asked for introductions and announcements. Caleb Winter announced that the August TransPort meeting is cancelled for summer recess.

## **'Round the Table Updates**

- Caleb Winter with Metro provided an update on safety and noted the progress of the National Operation Center of Excellence and the integration of various agency systems for improved efficiency.
- Chari Kate Freitag with the Oregon Department of Transportation (ODOT) noted that I-84 will close between I-5 and I-205 for 13 hours, starting Saturday 11 p.m. to noon on Sunday.
- Caleb announced the 2024 Annual Traffic Incident Management (TIM ) That there will be a conference in Albany, OR, September 24 and 25.
- Tammy Lee with PORTAL gave updates to the PORTAL homepage and the ongoing projects for pedestrian volume estimation and anomaly detection. She briefly discussed the SQL workshop and will send out information next week about the September 10 data science workshop.
- Bikram Raghubansh with the City of Portland gave an update on the Central Signal System.
- Mike Burkhart with ODOT noted that next Cooperative Telecommunications Infrastructure Committee (CTIC) would be July 17.
- Caleb discussed the Intelligent Transportation Systems (ITS) network, noting the upcoming budget update and updates for the Transportation System Management and Operations (TSMO) Program Investment project for Fall 2024. He also noted that the next ITS Network Management Team (ITS-NMT) would be held on July 24.
- Caleb also announced that the Regional Flexible Fund Allocation (RFFA), led by Grace Cho with Metro will be at the Transportation Policy Alternatives Committee (TPAC) on Friday. She is currently developing step two of the RFFA process. Letters of intent (LOI) are due August 23rd.
- Caleb also noted that there are a number of TSMO projects included on the Regional Transportation Plan (RTP).

## **Clackamas Connections Integrated Corridor Management**

Andrew Brown with ODOT and Dennis Mitchell with DKS introduced the Clackamas Connections Integrated Corridor Management Project, a collaborative effort aimed at connecting various facilities and modes for efficiency. The project, which runs from suburban to rural areas, focuses on six major goals identified through needs assessments, surveys, and workshops.

Andrew discussed a range of strategies to improve roadway systems and enhance traffic management. He detailed six groupings including improving coordination capabilities, updating toll policies and procedures, expanding the multi-agency video management system, and arterial roadway improvements. He also touched on transit service enhancements, the implementation of a decision support system, and the expansion of real-time operational devices. Additionally, he outlined contingency plans for minor incidents, such as freeway accidents, to ensure efficient response and management. The goal is to optimize freeway operations, reduce congestion, and improve overall travel efficiency.

Further, Andrew discussed the implementation of new transit routes, the development of shoulder rumble strips, and the introduction of a new transit service on the I-205 corridor. He highlighted the technical challenges in providing transit signal priority at ramp meters and the potential solutions being explored, and mentioned the potential for connected vehicle ecosystem projects, as well as the need for agencies to be prepared for potential funding opportunities. Finally, he asked for feedback from the attendees, particularly those from Clackamas and Washington Counties. Carl expressed his gratitude for the team's work and the project's management.

Andrew also discussed the implementation of a regional transportation strategy, emphasizing the need for improved system management and demand management in the corridor. He highlighted the importance of public involvement and the consideration of various stakeholders, including emergency responders and transportation practitioners. Andrew stressed the need for better institutionalized communication pathways and the identification of agency leads for the project's implementation, suggesting that early implementation opportunities could be pursued using the completed incident management plan as an example.

### **Components of Cloud-Based Transit Signal Priority**

Mark Haines with the City of Portland presented on the development and deployment of a cloud-based transit signal priority system. They detailed the original system's shortcomings and the improvements made in the new system, highlighting its enhanced communication, cost-effectiveness, and reduced environmental impact.

Mark discussed the improvements and challenges of the transit signal priority (TSP) system, highlighting its increased reliability, higher capacity, and better speed. He detailed the evolution of signal controllers, the new features of the ATC Controller as part of the Division Transit project, and the benefits of a new LYT system that uses machine learning to predict the estimated time of arrival (ETA) at intersections. Mark emphasized the importance of collaboration, flexible signal timing and operation, and the implementation of a new system to improve safety and efficiency for pedestrians and buses in high crash corridors. He also mentioned the adjustments made to the internal features of the controller, user programs, signal timing and operation specifically for the Division corridor.

Further, Mark highlighted the success of the TSP system, acknowledging the contributions of various partners and the significant improvements it has made. He gave before and after results of the Division FX project and the Hawthorn Madison project, emphasizing the reduction in bus travel time and the decrease in red light time.

Committee discussion focused on the importance of collaboration with maintenance and IT teams, the use of reliable and redundant communication systems, and the challenges with the hybrid format.

### **Adjourn**

Caleb gave an additional update on Ted Leybold's new position with Metro. Ted announced that he is the new The Planning Program and Policy Director and that Dan Kaempff would be coming back to Metro to fill the interim role of Manager for Resource Development.

Finally, Chair Freitag asked for feedback on the hybrid meeting's format for potential improvements, noting that they would most likely run a hybrid meeting on a quarterly basis.

There being no further business, Chair Freitag adjourned the meeting at 2:36 p.m. The next online meeting will be held online September 11, 2024.